

CENTRAL INTELLIGENCE AGENCY

COUNTRY USSR

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SUBJECT Description of the City of Kharkov/Locations
of Important Installations

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(LISTED BELOW)

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SUPPLEMENT TO
REPORT

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1. In 1942, there were three electrical power stations supplying Kharkov with electrical energy. These were:
 - a. Eskhar (Elektricheskaya Stantsiya Kharkov)
 - b. Teplocentral'
 - c. A small reserve station

Eskhar was constructed in approximately 1934, 30 miles south of Kharkov on the River Sever'nyy Donets. This station was equipped with two 25,000 kva turbo-generator units. These turbo-generators utilize coal, which was supplied from Donbas (Donets Basin). The electrical energy from Eskhar was carried to the city of Kharkov via a high voltage transmission line of approximately 60 kv. This transmission line was connected to the "reserve station", which was located on the west side of the Kharkov River one block south of Stalinskaya Ulitsa (formerly known as Moskovskaya Ulitsa). It was a very old station, having been built during Czarist times, and had only two turbo-generators of one thousand kva each. Stalinskaya Ulitsa street east of the bridge which was constructed in 1938 and carries traffic over the railroad tracks, was called Stalinskoye Shosse highway. Most of the industrial plants in Kharkov were located along this shosse, in the southeastern part of the city. See Enclosures(A) and (B)

2. Teplozentral' is located one block south of KhMZ (Kharkovskiy Elektromekhanicheskiy Zavod) and the Stalinskoye Shosse. This power station generated fifty thousand kva (I cannot recall whether from one or two units). Teplozentral' was built in 1923 for the specific purpose of supplying electrical energy to the industrial plants of

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this immediate area. The steam from this electrical power station was piped to nearby factories and homes for heating purposes. One separate pipe was laid to heat the "New Opera House", which is located approximately one kilometer west of the industrial area. See Enclosures (A) and (B)

3. In 1937, two cast iron pipes (about two feet in diameter) were laid underground along the north side of Stalinskoye Shosse between the New Opera House and KhEMZ. These pipes were laid to carry water from the Severnyy Donets River for the city of Kharkov.

Natural gas was very scarce in Kharkov. Only a few blocks near KHEI (Kharkovskiy Elektrotekhnicheskiy Institut) were supplied with gas from storage tanks in that vicinity.

Most homes in Kharkov were heated with coal and some with wood.

4. Kharkov is located on the main railway line which connects industrial Donbas with Moscow and Leningrad. In addition to this most passenger trains from Leningrad and Moscow to the Crimea and Caucasus also pass through Kharkov. Consequently the rail facilities in Kharkov were always overloaded. The traffic on the north-south tracks was especially heavy, with no possibility of alleviating the condition because the existing tracks are squeezed in between Kholodnaya Gora on the west and the main large buildings of Kharkov on the east (one of which was the large railroad office building, just south of the railroad station). The main passenger station in Kharkov is located on the east side of the river Lopan. The easternmost two tracks at this station are used for loading and unloading cargo and baggage. Most heavy industrial cargo arriving in Kharkov in 1942 was handled at the Balashovskiy Vokzal, which was also used as a passenger station for the local transportation of workmen. At times, when all of the railroad facilities in Kharkov itself were tied up, freight destined for that city was unloaded at either the big "depo" and railroad workshops in Osnova, or at Severnyy Post. In addition to the aforementioned railroad stations in and around Kharkov, there was one more. This one was called Yuzhnyy Vokzal. It was an old, small station which was used for local passenger transportation and light freight destined for the central portion of the city. See Enclosure (A)
5. The location $[49^{\circ}57.9'N - 36^{\circ}18.1'E]$ of Balashovskiy Vokzal on the US Target Complex Chart of Kharkov [No. 0234-9995-100, 2nd Edition, July 1952] is incorrect. It is located at the marshaling yards $[49^{\circ}58.25'N - 36^{\circ}16.6'E]$ just east of the rail loop around that portion of the industrial area. Prior to World War II, there were only three small factories in this district. They were:

- Gelferikht-Sede (presently known as "Serp i Molot" Sel'sko-Khozyaystvenniy Zavod), which was at least four times smaller than now [1952].
- "Ukrayna" Zavod Velosipedov, which was three times smaller than now.
- KhPZ (Kharkovskiy Paravozstroitel'niy Zavod), which was five to six times smaller than now.

These three factories were served by the Balashovskiy Vokzal. In 1915, when the German Army was approaching Riga (in the direction of St. Petersburg) a factory manufacturing electrical equipment, known as VEK, was transferred to Kharkov and built just east of KhPZ. Later this factory was enlarged and named KhEMZ. The red area on the subject US Target Complex Chart, within which the Balashovskiy Vokzal is located, is actually the location of the electric power station Yuzhnyy Vokzal, which served the growing requirements of the above three factories. See Enclosures (A) and (B)

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6. The principal districts of Kharkov are the following:

- a. Kholodnaya Gora, west of the north-south railroad tracks.
- b. Nagornaya Gora, west of the Kharkov River to the Gosprom (Gosudarstvenny Promyshlennosti) buildings.
- c. Razbkina Lacha, east of the Kharkov River, north of Stalinskaya Ulitsa and west of the shoase leading to Bol'shaya Danilovka.
- d. Pochlok Evgeniya, north of Stalinskoye Shoase and the industrial area and east of the shoase leading to Bol'shaya Danilovka.
- e. Petlinakiy Rayon, west of the industrial area to the Udy River.

7. West of KhEMZ, on the north side of Stalinskoye Shoase, there is a block-long, beautiful three-story building which was built in 1928 and called Peraya Poliklinika. To the west and also in back of the Peraya Poliklinika was the Nikolayevskaya Bol'nitsa. In 1942, the area south of Stalinskoye Shoase, between the "Ukrayna" and Velosipedov and Teplozentral' was built up with small homes for workers who labored in the surrounding factories. All of the small villages and towns in the vicinity of Kharkov were, in 1942, simply residential areas or resorts (dachi). They had no industrial or economic significance.

8. The following are the principal industrial installations in Kharkov:

These installations and their respective coordinates are:

- | | |
|---|------------------------|
| (1) Military Aviation School | 50°18'N - 36°15.75'E |
| (2) Gosprom (Gosudarstvenny Promyshlennosti) Building | 50°15'N - 36°13.7'E |
| (3) KhEMZ (Kharkovskiy Elektromekhanicheskiy Zavod) | 49°58.9'N - 36°15.4'E |
| (4) Kharkovskiy Tekhnicheskii Institut | 49°58.7'N - 36°15.2'E |
| (5) Pochlok Evgeniya Workers' Apartments | 49°58.4'N - 36°12.4'E |
| (6) Kharkov Railroad Office Building | 49°58.1'N - 36°12.4'E |
| (7) Kharkov University | 49°58.0'N - 36°11.1'E |
| (8) Novaya Gora | 49°58.1'N - 36°16.1'E |
| (9) Small reservoir electrical power station | 49°59.1'N - 36°14.6'E |
| (10) "Serp i Molot" Bol'shaya-Kharkovskiy Zavod | 49°58.9'N - 36°17.6'E |
| (11) Bridge over railroad tracks | 49°58.75'N - 36°17'E |
| (12) "Ukrayna" Zavod, Velosipedov | 49°58.75'N - 36°16.9'E |
| (13) Factory workers' apartments | 49°58.7'N - 36°17.25'E |
| (14) Nikolayevskaya Bol'nitsa | 49°58.6'N - 36°17.6'E |
| (15) Yuzhnyi Voksal | 49°58.6'N - 36°14.9'E |
| (16) Kharkovskiy Turbostroitel'nyy Zavod | 49°58.5'N - 36°18.1'E |
| (17) KhEMZ (Kharkovskiy Elektromekhanicheskiy Zavod) | 49°58.5'N - 36°17.9'E |
| (18) Peraya Poliklinika | 49°58.5'N - 36°17.8'E |
| (19) Zavod Svet Shkhtora | 49°58.4'N - 36°13'E |
| (20) Balashovskiy Voksal | 49°58.25'N - 36°16.6'E |
| (21) KhPZ (Kharkovskiy Paravozstroitel'nyy Zavod) | 49°58.1'N - 36°17'E |
| (22) Teplozentral Electric Power Station | 49°57.9'N - 36°18.1'E |
| (23) KHTZ (Kharkovskiy Traktorny Zavod) | 49°57.4'N - 36°22.3'E |

ENCLOSURE (A):
(B):

Sketch of Industrial Area of Kharkov
Sketch (Detail) of Kharkov Industrial Area

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ENCLOSURE (A)

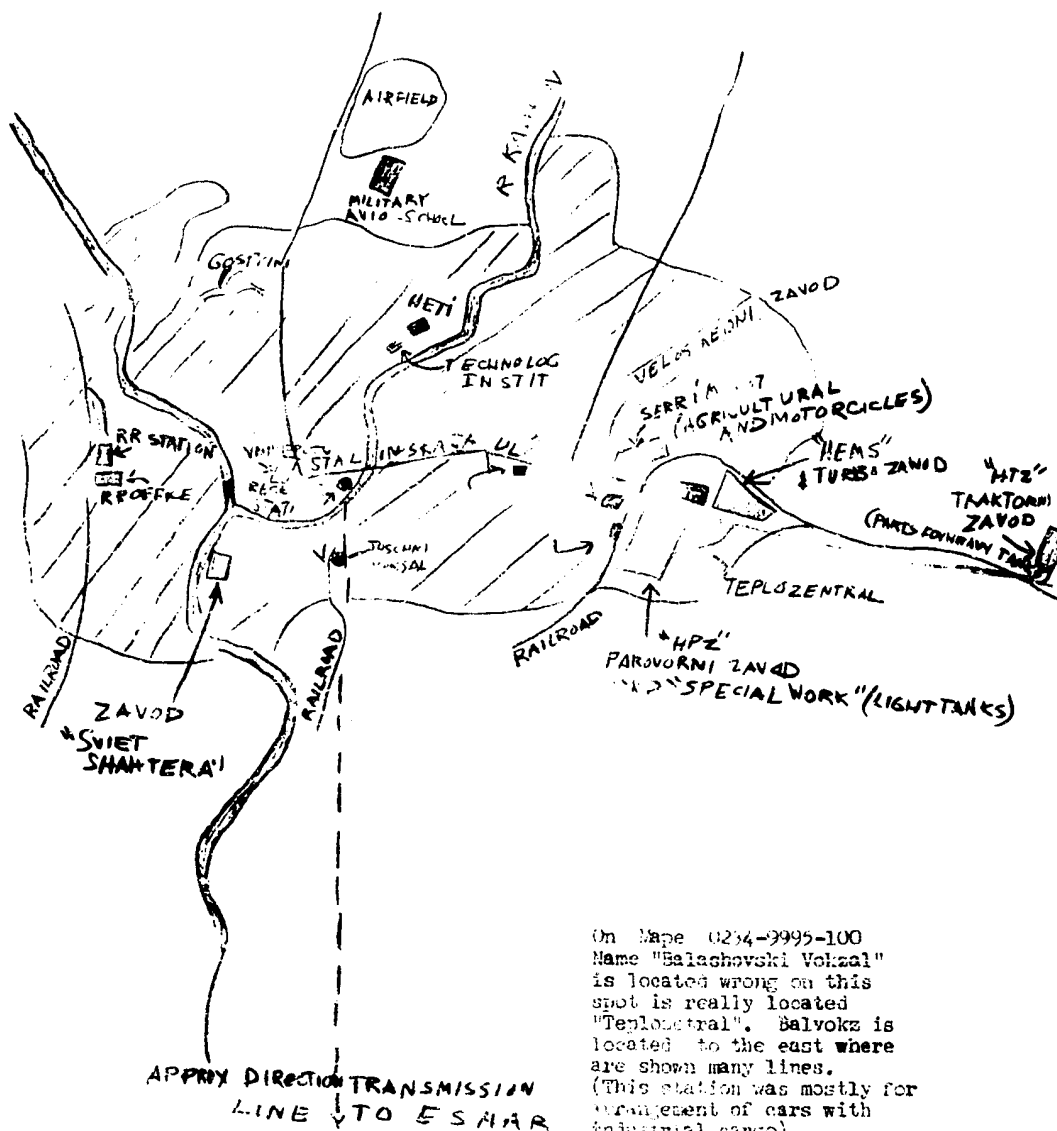
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SKETCH OF INDUSTRIAL AREA OF KHARKOV

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KHARKOV



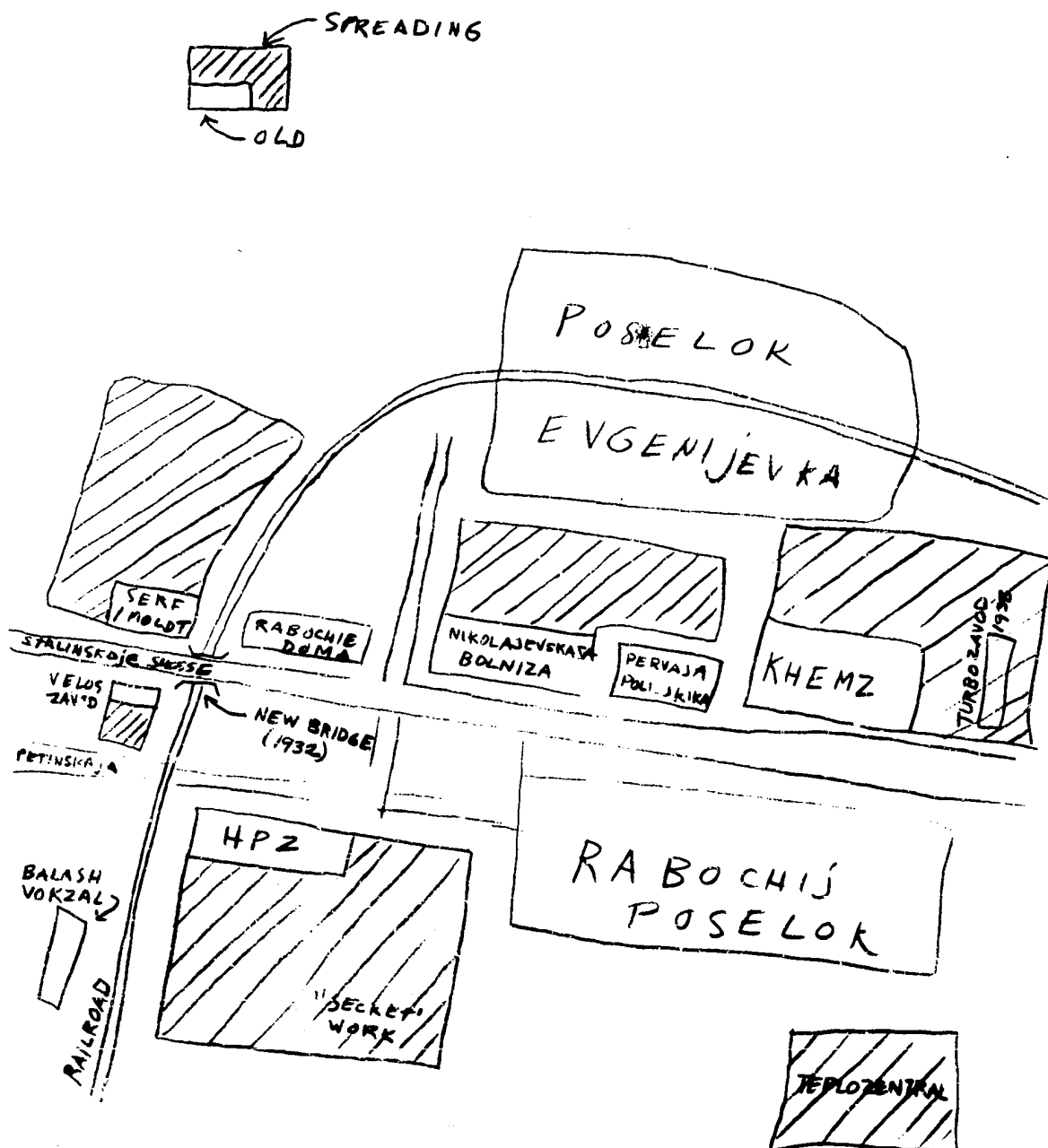
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ENCLOSURE (B)

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FREEHAND SKETCH (DETAIL) OF KHARKOV INDUSTRIAL AREA



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